CA3 ON HW Q90 79 M52
SPECIAL COLLECTIONS

Mountain East ~ West and North ~ South Corridor Study

INFORMATION PACKAGE

PHASE 3 ~ DETAILED EVALUATION

MAY 1979

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FOREWORD

THIS INFORMATION PACKAGE HAS BEEN DEVELOPED TO PROVIDE VARIOUS INTERESTED GROUPS AND INDIVIDUALS WITH AN OUTLINE OF THE PRESENT STATUS OF THE PROJECT.

YOU WILL FIND:

- A DESCRIPTION OF THE STUDY OBJECTIVES, THE FOUR SEPARATE PHASES OF THE INVESTIGATION, AND THE CURRENT STATUS OF THE PROJECT;

- THE PURPOSE OF THE PUBLIC INFORMATION PROGRAM, AND THE SCHEDULE OF THE OPEN HOUSES;

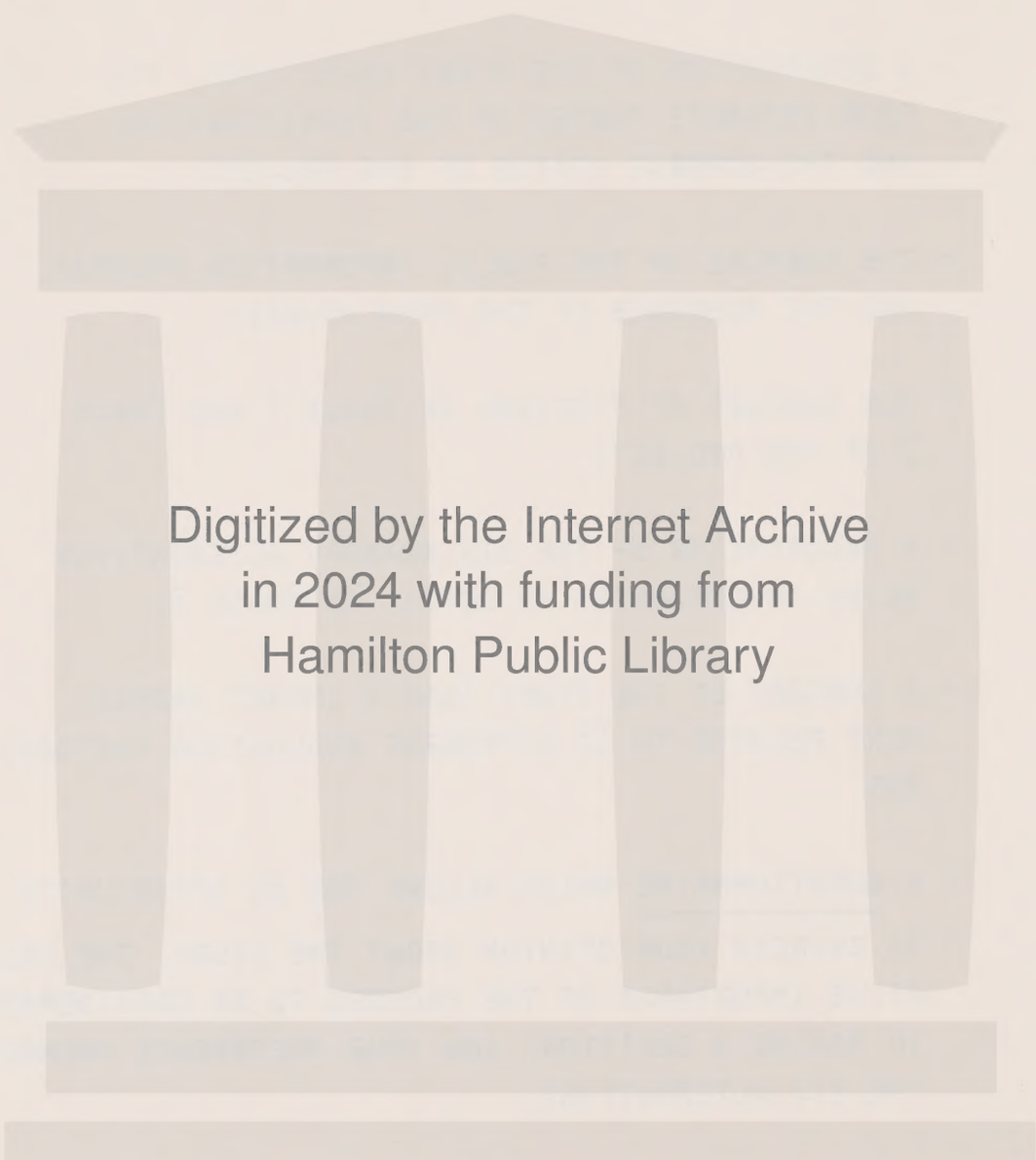
- THE SUMMARY OF FINDINGS OF PHASE 1 AND PHASE 2 OF THE PROJECT;

- A DESCRIPTION OF THE SIX ROADWAY ALTERNATIVES BEING INVESTIGATED IN DETAIL IN PHASE 3;

- A SUMMARY OF THE STUDY TEAM'S IMPACT ASSESSMENT RELATED TO 16 DIFFERENT EVALUATION FACTORS; AND

- A QUESTIONNAIRE WHICH ALLOWS YOU AN OPPORTUNITY TO EXPRESS YOUR OPINION ABOUT THE STUDY, THE RELATIVE IMPORTANCE OF THE FACTORS TO BE CONSIDERED IN MAKING A DECISION, AND YOUR PREFERENCE AMONGST THE SIX ALTERNATIVES.

PLEASE COMPLETE AND RETURN THE QUESTIONNAIRE WHICH IS CONTAINED IN THIS INFORMATION PACKAGE BEFORE MAY 21, 1979. THE ADDRESS IS GIVEN IN THE QUESTIONNAIRE.



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OUTLINE OF INVESTIGATION

OBJECTIVES

- EXAMINE THE NEED FOR A NEW ROADWAY LINK BETWEEN HIGHWAY 403 AND THE QUEEN ELIZABETH WAY
- IDENTIFY ALL REASONABLE ALTERNATIVES AND COMPLETE A PRELIMINARY EVALUATION TO SELECT THOSE ALTERNATIVES FOR DETAILED INVESTIGATION
- PREPARE PLANS FOR THE CHOSEN ALTERNATIVES INDICATING PROPERTY REQUIREMENTS AND COSTS. COMPLETE A DETAILED EVALUATION CONSIDERING IMPACTS ON THE SOCIAL, ECONOMIC, NATURAL AND TRANSPORTATION ENVIRONMENTS
- FINALIZE PLANS FOR THE SELECTED ALTERNATIVE INCLUDING METHODS TO MINIMIZE THE ADVERSE EFFECTS OF CONSTRUCTION

PROJECT PHASES AND CURRENT STATUS

. PHASE 1 -	CONFIRMED THE NEED, LOCATION, AND TIMING OF ADDITIONAL ROADWAY FACILITIES	COMPLETED IN JULY 1978
. PHASE 2 -	EXPLORED AND IDENTIFIED ALL REASONABLE ALTERNATIVES WHICH MAY MEET THE ESTABLISHED NEED. CARRIED OUT A PRELIMINARY SCREENING TO SELECT THOSE ALTERNATIVES WHICH MEET THE TRANSPORTATION NEED, ARE PHYSICALLY FEASIBLE, AND APPEAR SOCIALLY AND ECONOMICALLY VIABLE	COMPLETED IN JANUARY 1979
. PHASE 3 -	ANALYZE AND QUANTIFY THE IMPACTS OF THE ALTERNATIVES RETAINED. CARRY OUT A DETAILED EVALUATION TO SELECT A PREFERRED ALTERNATIVE	IMPACT ASSESSMENT COMPLETE. SELECTION OF PREFERRED OPTION AFTER PUBLIC INFORMATION PROGRAM COMPLETED IN MAY 1979
. PHASE 4 -	FINALIZE THE FUNCTIONAL PLANNING AND DETAIL MEASURES TO MINIMIZE THE ADVERSE EFFECTS AND TO REINFORCE THE POSITIVE POTENTIAL OF IMPLEMENTATION	FUNCTIONAL PLANNING EXPECTED TO BE COMPLETE BY NOVEMBER 1979

PURPOSE OF THIS PUBLIC INFORMATION PROGRAM

To provide an opportunity for citizens to express their opinion on the study process and the alternatives.

SCHEDULE OF OPEN HOUSES

If you wish further information or would like to discuss the project with a Study Team representative, come to the open house in your area.

May 14	Our Lady of Lourdes School 420 Mohawk Rd. E.	2:00 - 9:00 p.m.
May 15	Rosedale Arena 100 Greenhill Ave.	2:00 - 9:00 p.m.
May 16	Woodward Public School 575 Woodward Ave.	2:00 - 9:00 p.m.
May 17	Mount Albion School 50 Kennard St.	2:00 - 9:00 p.m.
May 18	City Hall - 2nd Floor Foyer	(2:00 - 5:00 p.m.)

YOUR OPINION COUNTS

Before making a decision on the options, your elected officials will be carefully taking into consideration:

- Your opinion as expressed through the questionnaire available. Please take a few minutes to complete it after you have reviewed the display material.
- The opinions of the affected community groups.
- The recommendations of the Study Team.

SUMMARY OF FINDINGS AND RECOMMENDATIONS
PHASE 1 - ESTABLISH THE NEED

FINDINGS

1. The present road system has now reached 85 to 90 percent of its capacity. The scope to expand the present road system is limited. Maximum advantage has been taken of operational improvements such as one-way streets, reverse lane operations, and street widenings.

2. In the year 2001, there will be a deficiency of 3 arterial lanes in the peak direction in the north - south road network crossing the Escarpment, despite an assumed 50 percent increase in the current rate of transit useage. The growth of traffic results from the planned growth in people and jobs within the Region.

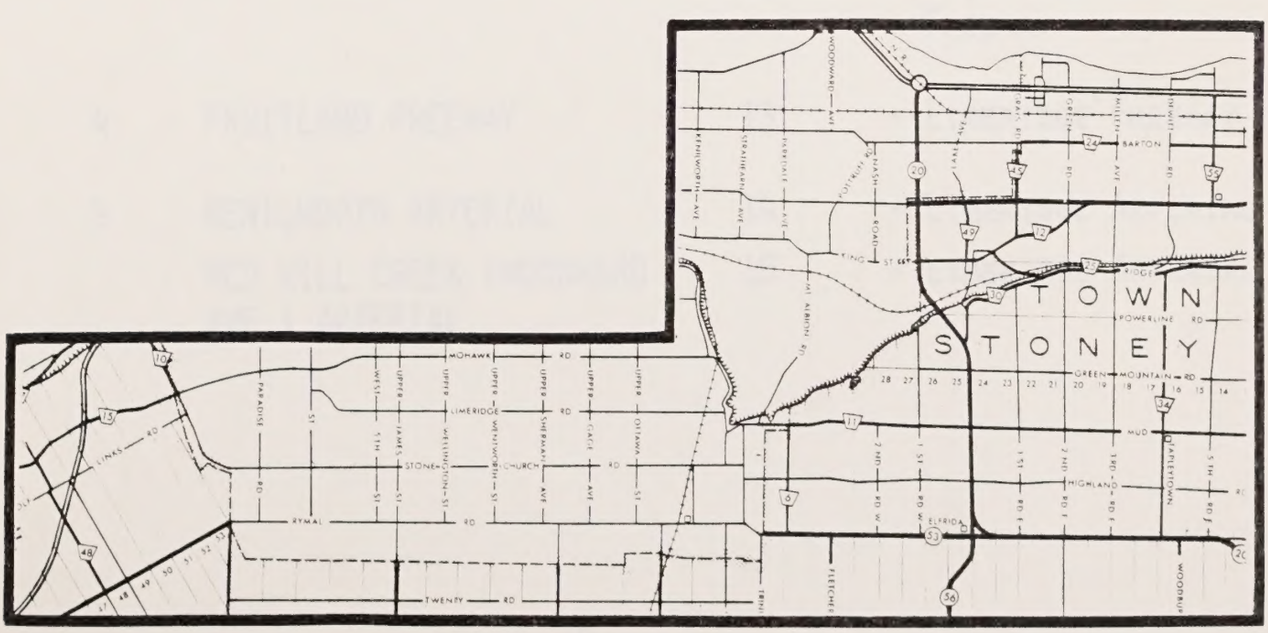
3. The critical deficiency is projected to occur in the north - south direction crossing the Escarpment. However, a major east - west facility is needed to provide maximum benefit from the construction of a new north - south roadway link.

4. Through traffic volumes are estimated to be less than 10 percent of the total traffic at critical points in the road network and therefore the majority of traffic will be local.

RECOMMENDATIONS

1. The need for an additional roadway facility has been established given the projected population and employment growth outlined in the Official Plan.

2. The investigation should be focused in the following geographical area:



PHASE 2 - PRELIMINARY ASSESSMENT OF ALTERNATIVES

ALTERNATIVES STUDIED

Fifteen alternatives were investigated. These alternatives included various combinations of location and facility. The alternatives can be grouped into five major categories as follows:

Category	North - South Corridor	Alternative No.	East - West Corridor
1	RED HILL CREEK FREEWAY	1	- Existing Arterial Extension (Limeridge Rd.)
		2	- Limeridge Arterial
		3	- Limeridge Freeway
		4	- Hydro Corridor Freeway
2	HIGHWAY 20 FREEWAY	5	- Existing Arterial Expansion (Limeridge Rd.)
		6	- Limeridge Arterial
		7	- Limeridge Freeway
		8	- Hydro Corridor Freeway
3	HIGHWAY 20 AND RED HILL CREEK FREEWAY	9	- Existing Arterial Expansion (Limeridge Rd.)
		10	- Limeridge Arterial
		11	- Limeridge Freeway
		12	- Hydro Corridor Freeway
4	FRUITLAND FREEWAY	13	- Limeridge Freeway
5	KENILWORTH ARTERIAL	14	- Limeridge Arterial
	RED HILL CREEK (WOODWARD AVE.) ARTERIAL	15	- Limeridge Arterial

FINDINGS

Alternatives 5 and 9 were found to be unacceptable since they do not provide acceptable capacity to accommodate the forecasted 2001 vehicle volumes under the assumption of a 50 percent increase in the current rate of transit useage.

Alternatives 1, 6, 7, 8, 12, 13 and 14 were eliminated because of their severe impact on the community, transportation service, recreation/open space, cost, and effect on the natural environment.

RECOMMENDATIONS

Alternatives 2, 3, 4, 10, 11 and 15 be carried into Phase 3 for a more detailed evaluation. These alternatives offer flexibility in meeting a range in future traffic volumes while providing a cost-effective solution. It appears possible to reduce any undesirable impacts of these schemes. In addition, the selected options appear to best reinforce the proposed growth and development plans given in the Region's Official Plan.

PHASE 3 - DETAILED EVALUATION

OUTLINE OF EVALUATION PROCESS

THE ALTERNATIVES - The six alternatives selected for detailed evaluation are illustrated in the attached exhibits. Representative roadway cross-sections are also illustrated to provide an understanding of the relationship of the roadway to the surrounding development. The locations of earth berms to screen adjacent properties not only visually but also to provide noise reduction to an acceptable standard are indicated in the cross-sections.

IMPACT ASSESSMENT - The Study Team has completed their assessment of each of the alternatives under 16 evaluation factors. A summary of this assessment is provided.

QUESTIONNAIRE - A questionnaire is provided to allow you to express your opinion regarding both the study procedures, evaluation factors, and your preference amongst the schemes. This questionnaire forms the major basis for recording public opinion and, therefore, we strongly encourage you to take the time to complete it before leaving.

LEGEND:

- GRADE SEPARATION
- FREEWAY FACILITY
- ARTERIAL ROAD
- 6 NUMBER OF LANES
- ⊕ INTERSECTION
- ● INTERCHANGE
- ◑ PARTIAL INTERCHANGE

De Leuw Cather

DESCRIPTION OF ALTERNATIVE 2

TOTAL LENGTH	14.82 MILES
MILES OF FREEWAY	4.66
MILES OF ARTERIAL	10.16

COST

· ROADWAY	48,100,000
· STRUCTURES	19,800,000
· PROPERTY	12,100,000
TOTAL	80,000,000

MOUNTAIN EAST – WEST / NORTH – SOUTH
CORRIDOR STUDY

PHASE 3 ALTERNATIVES

Alternative 2

LEGEND:

- GRADE SEPARATION
- FREEWAY FACILITY
- ARTERIAL ROAD
- 2 NUMBER OF LANES
- ⊕ INTERSECTION
- INTERCHANGE
- ◑ PARTIAL INTERCHANGE

De Leuw Cather

DESCRIPTION OF ALTERNATIVE 3

TOTAL LENGTH 14.87 MILES

MILES OF FREEWAY 11.33
MILES OF ARTERIAL 3.54

COST

- ROADWAY 64,600,000
- STRUCTURES 24,900,000
- PROPERTY 16,600,000

TOTAL 106,100,000

MOUNTAIN EAST – WEST / NORTH – SOUTH
CORRIDOR STUDY

PHASE 3 ALTERNATIVES

Alternative 3

LEGEND:

- GRADE SEPARATION
- FREEWAY FACILITY
- ARTERIAL ROAD
- 2 NUMBER OF LANES
- ⊕ INTERSECTION
- ● INTERCHANGE
- ◑ PARTIAL INTERCHANGE

De Leuw Cather

DESCRIPTION OF ALTERNATIVE 4

TOTAL LENGTH	19.72 MILES
MILES OF FREEWAY	13.28
MILES OF ARTERIAL	6.44

COST

· ROADWAY	66,400,000
· STRUCTURES	25,800,000
· PROPERTY	18,200,000
TOTAL	110,400,000

MOUNTAIN EAST – WEST / NORTH – SOUTH
CORRIDOR STUDY

PHASE 3 ALTERNATIVES

Alternative 4

LEGEND:

- GRADE SEPARATION
- FREEWAY FACILITY
- ARTERIAL ROAD
- 6 NUMBER OF LANES
- ⊕ INTERSECTION
- INTERCHANGE
- PARTIAL INTERCHANGE

De Leuw Cather

DESCRIPTION OF ALTERNATIVE 10

TOTAL LENGTH 15.54 MILES

MILES OF FREEWAY 5.00
MILES OF ARTERIAL 10.54

COST

· ROADWAY	49,500,000
· STRUCTURES	19,500,000
· PROPERTY	15,300,000
TOTAL	84,300,000

MOUNTAIN EAST – WEST / NORTH – SOUTH
CORRIDOR STUDY

PHASE 3 ALTERNATIVES

Alternative 10

DESCRIPTION OF ALTERNATIVE 11

TOTAL LENGTH	15.29 MILES
MILES OF FREEWAY	13.96
MILES OF ARTERIAL	1.33

COST

· ROADWAY	70,100,000
· STRUCTURES	32,400,000
· PROPERTY	19,000,000
TOTAL	121,500,000

LEGEND:

- GRADE SEPARATION
- FREEWAY FACILITY
- ARTERIAL ROAD
- 6 NUMBER OF LANES
- ⊕ INTERSECTION
- INTERCHANGE
- PARTIAL INTERCHANGE

MOUNTAIN EAST – WEST / NORTH – SOUTH CORRIDOR STUDY

PHASE 3 ALTERNATIVES

Alternative 11

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LEGEND:

- GRADE SEPARATION
- FREEWAY FACILITY
- ARTERIAL ROAD
- 6 NUMBER OF LANES
- ⊕ INTERSECTION
- ● INTERCHANGE
- ◑ PARTIAL INTERCHANGE

De Leuw Cather

DESCRIPTION OF ALTERNATIVE 15

TOTAL LENGTH 18.93 MILES

MILES OF FREEWAY 0.00
MILES OF ARTERIAL 18.93

COST

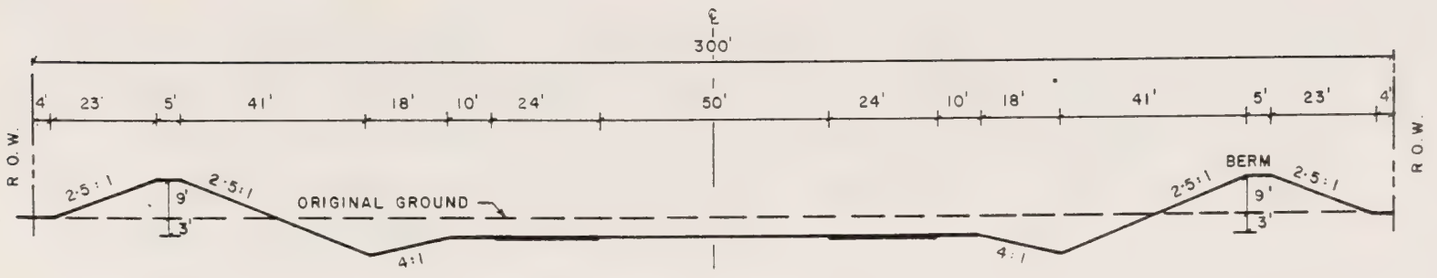
· ROADWAY	39,800,000
· STRUCTURES	12,600,000
· PROPERTY	12,800,000
TOTAL	65,200,000

MOUNTAIN EAST – WEST / NORTH – SOUTH CORRIDOR STUDY

PHASE 3 ALTERNATIVES

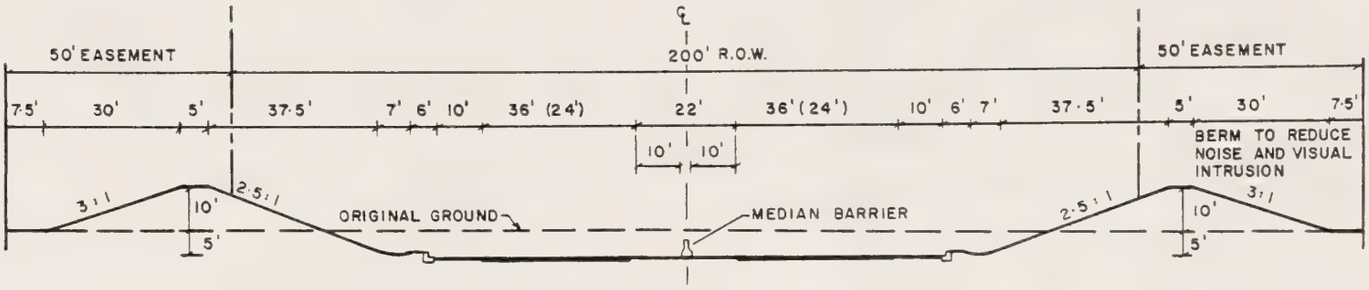
Alternative 15

REPRESENTATIVE ROADWAY CROSS-SECTIONS



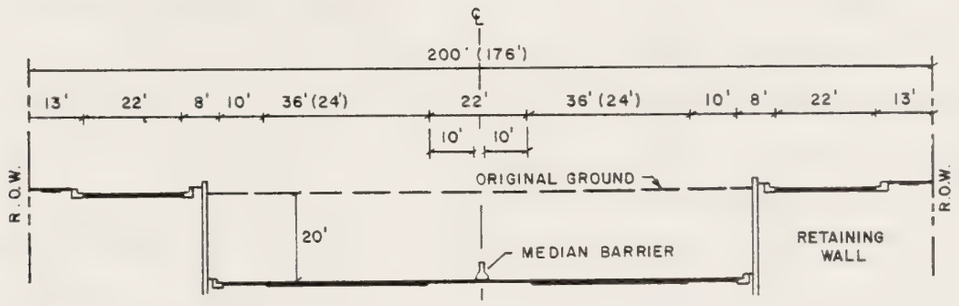
RURAL FREEWAY DIVIDED

EXAMPLE : FREEWAY ADACENT TO HYDRO R.O.W. — ALTERNATIVE 4



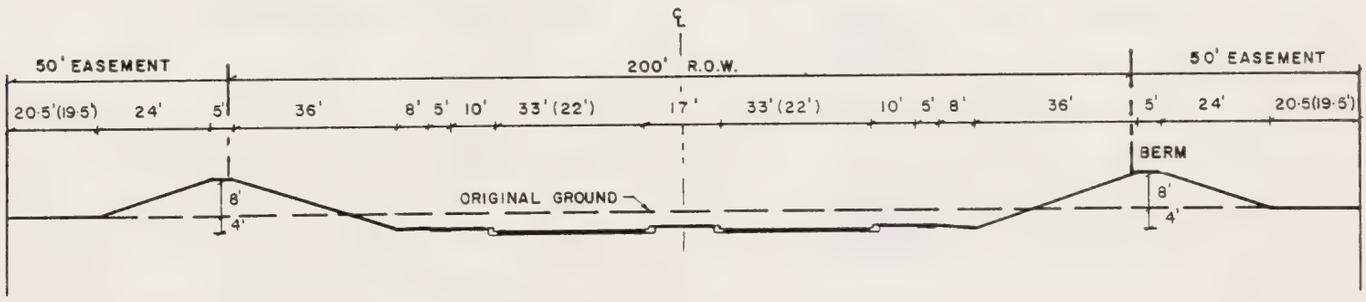
URBAN FREEWAY DIVIDED (4 or 6 LANES)

EXAMPLE : FREEWAY WITHIN PROTECTED R.O.W. SOUTH OF LIMERIDGE ROAD — ALTERNATIVES 3, 11



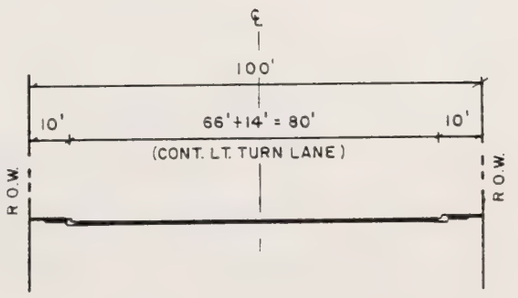
URBAN FREEWAY DIVIDED (4 or 6 LANES)
(DEPRESSED WITH 2 SERVICE ROADS AND RETAINING WALLS)

EXAMPLE : FREEWAY THROUGH SALTFLEET COMMUNITY — ALTERNATIVE 11



URBAN ARTERIAL DIVIDED (4 or 6 LANES)

EXAMPLE : ARTERIAL WITHIN PROTECTED R.O.W. SOUTH OF LIMERIDGE ROAD — ALTERNATIVES 2, 10, 15



URBAN ARTERIAL UNDIVIDED (6 LANES)

EXAMPLE : WOODWARD AVENUE — ALTERNATIVE 15

PHASE 3 - DETAILED EVALUATION

OUTLINE OF EVALUATION FACTORS

The type, size and location of a roadway create both positive and negative impacts on people, the physical environment, and the natural environment. The following table lists the impact categories and the criteria being used to measure the effects. The impact assessment is summarized on pages 10 to 16.

Social Impacts	Measurement Criteria
1. Property Displacement	- number of households affected
2. Noise	- number of homes affected by unacceptable noise levels
3. Visual Intrusion	- exposure of homes to roadway
4. Regional Accessibility	- change in travel time to work and shopping
5. Community Disruption	- change in traffic volumes within neighbourhoods and local pedestrian and vehicle access
6. Recreation/Open Space	- acres of recreation and parkland affected
7. Air Quality	- number of homes and activity areas affected by change in air quality
Economic Impacts	
8. Impact on Business	- number of businesses and jobs affected
9. Property Tax Impact	- loss of tax revenue to right-of-way acquisition
10. Development Potential	- residential, commercial and industrial development potentially dependent on facility
11. Natural Environment - Wildlife - Vegetation - Aquatic Biology - Surface Water Courses - Groundwater Supply - Soils/Geology	- acres of areas of environmental concern impacted by each roadway alternative

All of the above elements either singularly or in combination create areas of environmental concern. There is little opportunity of repairing the damage created by road construction in these areas.

	Measurement Criteria
12. Scenic Resources	- visual analysis of identified scenic resources to provide a subjective assessment of the likely effect of the required road construction under each alternative
Transportation Service	
13. Flexibility	- to accommodate changes in traffic volumes and flexibility to expand initial facility
14. Safety	- potential change in accident occurrence between arterial and freeway operation
15. Service to Truck Traffic	- magnitude of diversion of truck traffic from residential arterial street system and comparative operating conditions
16. Impact on Transit Service	- compatibility with policy to encourage greater use of transit and the expansion of surface bus routes

PHASE 3 - DETAILED EVALUATION

SUMMARY OF IMPACT ASSESSMENT

Evaluation Factor	Measurement Criteria	Alternative 2	3	4	10	11	15
1. Property Displacement	a) number of homes acquired: east-west	84	136	112	110	162	84
	north-south	9	9	9	21	21	52
	total	93	145	121	131	183	136
	b) number of businesses displaced	-	-	5	7	7	3
	c) acres of vacant lands: public	322(115*)	341(115)	207	259(115)	278(115)	191(115)
	private	145	244	584	255	333	145
	total	467	585	791	514	611	336
	*figures in brackets are lands within Limeridge R.O.W. owned or optioned by City						
2. Noise	maximum practical use of berms and noise barriers has been assumed and included in the costs. The current desirable standard is 55 dBA. The number of homes in excess of this standard is given. The standard is exceeded by a maximum of 3 dBA or up to 58 dBA. Noise levels on a typical street in Hamilton are in the range of 60 - 65 dBA at the first row of houses.	42	125	132	31	70	101

PHASE 3 - DETAILED EVALUATION

SUMMARY OF IMPACT ASSESSMENT

Evaluation Factor	Measurement Criteria	Alternative 2	3	4	10	11	15
3. Visual Intrusion	number of homes exposed to facility viewed out-of-doors. Because of the extensive berming and landscaping, the roadways will be generally screened from the adjacent properties.	In relative terms, there is little difference between the alternatives with respect to visual intrusion.					
4. Regional Accessibility	relative accessibility to major employment areas provided by the alternatives	1.16	1.25	1.11	1.0	1.06	1.0
5. Community Circulation Patterns	a) % increase 2001 traffic on parallel arterial street system north of the Escarpment compared to present traffic	Nil	Nil	Nil	10%	10%	45%
	b) % reduction of projected 2001 truck traffic on Kenilworth Ave., Upper Ottawa St., Mohawk Rd.	40%	45%	40%	40%	40%	35%
	c) reduction in local accessibility	Nil	Nil	Nil	Nil	Moderate - Saltfleet Community	Major - Woodward Ave.

PHASE 3 - DETAILED EVALUATION

SUMMARY OF IMPACT ASSESSMENT

Evaluation Factor	Measurement Criteria	Alternative 2	Alternative 3	Alternative 4	Alternative 10	Alternative 11	Alternative 15
6. Recreation/Open Space	A) Deficiency in acres of parkland in relation to municipal standards						
	- Neighbourhood	8.9	8.9	8.9	8.9	8.9	8.9
	- Community	Nil	Nil	Nil	Nil	Nil	Nil
	B) Impact on presently developed parks	Minor	Minor	Minor	Nil	Nil	Minor
	C) Impact on lands with recreation potential	240	240	240	141	141	132
	(% of total City open space)	(8%)	(8%)	(8%)	(4%)	(4%)	(4%)
7. Air Quality	Concentration of CO generated by traffic along each alternative: criterion for maximum desirable concentration is 30 p.p.m.	Analysis indicates the CO concentration would exceed 6 p.p.m. 1% of the time. Maximum concentration would be 18 p.p.m. only for a very brief duration. All changes in air quality would be restricted within the right-of-way.					
8. Impact on Business	A) Number of businesses displaced	-	-	4	6	6	3
	B) Total employment affected	-	-	20	37	37	20
9. Property Tax Impact	Loss of revenue from local residential property taxes	Minimal	Minimal	Minimal	Minimal	Minimal	Minimal

PHASE 3 - DETAILED EVALUATION

SUMMARY OF IMPACT ASSESSMENT

Evaluation Factor	Measurement Criteria	Alternative 2	Alternative 3	Alternative 4	Alternative 10	Alternative 11	Alternative 15
10. Development Potential	Subjective assessment of impact on following specific major developments:						
	a) East Mountain Industrial Park	Positive	Very Positive	Very Positive	Positive	Very Positive	Positive
	b) Mountain Sub-Regional Centre	Positive	Very Positive	Negative	Positive	Very Positive	Positive
	c) Saltfleet Community	Positive	Very Positive	Positive	Positive	Positive	Positive
	d) Battleridge Subdivision	Neutral	Neutral	Neutral	Negative	Negative	Neutral
11. Natural Environment - Wildlife - Vegetation - Aquatic Biology - Surface Water Courses - Groundwater Supply - Soils/Geology	Acres of areas of environmental concern impacted by each roadway alternative	490 Acres	490 Acres	840 Acres	400 Acres	400 Acres	400 Acres

PHASE 3 - DETAILED EVALUATION

SUMMARY OF IMPACT ASSESSMENT

Evaluation Factor	Measurement Criteria	Alternative 2	3	4	10	11	15
12. Scenic Resources	Visual analysis of identified scenic resources to provide a subjective assessment of likely effect of road construction	Severe	Severe	Severe	Moderate	Moderate	Severe
13. Flexibility							
a) The degree to which the roadway facility is capable of accommodating future growth beyond 2001, meeting traffic demand if higher rate of transit useage not attained, and/or adjusting to possible future changes in the amount or locations of homes and jobs	Ratio of projected 2001 volume crossing the Escarpment to estimated capacity of total road network						
	- High rate of transit useage	0.98	0.97	0.99	1.02	1.00	1.08
	- Current rate of transit useage	1.09	1.07	1.12	1.16	1.13	1.20

PHASE 3 - DETAILED EVALUATION

SUMMARY OF IMPACT ASSESSMENT

Evaluation Factor	Measurement Criteria	Alternative 2	3	4	10	11	15
13. Flexibility (Cont'd.) B) the degree to which the alternative provides a capability of expanding the future capacity of the road system	amount of additional capacity crossing the Escarpment						
	- widening Highway 20	Yes	Yes	Yes	No	No	No
	- widening Mount Albion Road	No	No	No	Yes	Yes	No
	resulting year 2001 v/c ratio low rate of transit useage	1.02	1.00	1.05	1.07	1.05	1.20
14. Accident Potential - based on past experience, the rate and severity of accidents differ between arterials and freeways	A) potential relative rate of accident occurrence between arterial and freeway operation	2.0	1.0	1.5	3.0	1.0	5.0
	B) potential relative severity of accidents	1.5	1.0	1.2	1.7	1.0	2.0
15. Service to Truck Traffic - this factor considers both the amount of truck useage of the facility and the difference in operating conditions between an arterial and a freeway	A) projected 2001 daily volume of truck traffic using the facility	2,300	2,900	2,000	2,000	2,500	2,200
	B) number of at-grade signalized intersections along each of the facilities	7	0	0	14	0	17

PHASE 3 - DETAILED EVALUATION

SUMMARY OF IMPACT ASSESSMENT

Evaluation Factor	Measurement Criteria	Alternative 2	3	4	10	11	15
16. Impact on Transit Service	a) compatibility with policy to encourage higher rate of transit useage	Since none of the alternatives assume expansion of the road system into the downtown area, and all alternatives have been sized based on capacity conditions assuming a high rate of transit useage, all are believed compatible with policy.					
	b) degree of interference with planned expansion of surface bus routes	The continuity of the major street system over which present and proposed routes operate has been retained. All alternatives allow the planned desirable expansion of the surface bus routes.					

YOUR OPINION DOES MATTER

Directly or indirectly, we will all be affected by the eventual decision. Your opinion does count, and now is the time to voice it, not after the decision has been made!

If you require further clarification, please attend the open house in your area. Please complete the questionnaire and mail it before May 21, 1979. The address is given in the questionnaire.

The Study Team's recommendation will be presented to Regional Council in June. The selected route will be detailed and is scheduled to be presented in October of this year. If you wish to be added to our mailing list, please include your name and address in the space provided in the questionnaire.

Tear Along Dotted Line

WHAT DO YOU THINK?

Mountain East - West and North - South Corridor Study

In reviewing the summary of the impact assessment,

- Do you believe the 16 factors listed on pages 8 and 9 provide sufficient information to make a decision? Yes ☐ No ☐

- If NO, what additional factors do you believe should be added?

  1. _____
  2. _____
  3. _____
  4. _____
  5. _____

- In general, of the 6 alternatives shown in the exhibits, which do you prefer?

  First Choice: Alternative ____
  Second Choice: Alternative ____
  Third Choice: Alternative ____

- Are there any modifications which would make your first choice more acceptable?

  _____
  _____
  _____

- In reaching your decision, which were the three most important factors to you of the 16 factors listed on pages 8 and 9?

  First Most Important: Factor No. ____
  Second Most Important: Factor No. ____
  Third Most Important: Factor No. ____

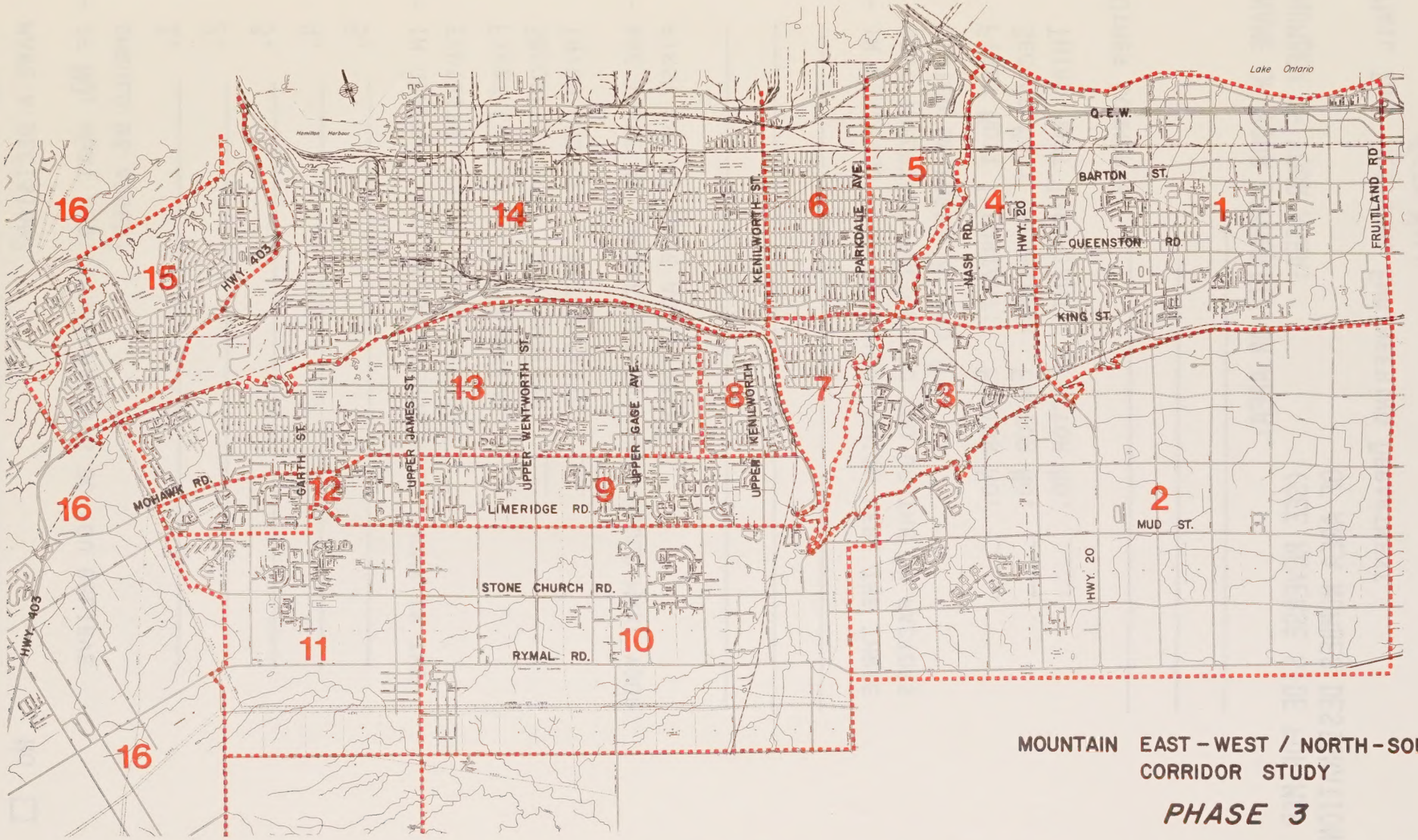
Other Comments _____
_____
_____

Name of your community or area:
Number of your area: (see reverse side for map of area number designation)

Mail To: Regional Engineering Department
City Hall
Attention: Corridor Study
71 Main St. W., Hamilton, Ont., L8N 3T4

If you wish to be added to our mailing list:

Name: Address:
Postal Code:



MOUNTAIN EAST – WEST / NORTH – SOUTH
CORRIDOR STUDY

PHASE 3

Residential Area Numbers

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